

SAME SEQUENCE AND SPACING  
REQUIRED FOR OPPOSITE  
DIRECTION OF TRAFFIC.



SAME SIGN SEQUENCE, SPACING  
AND FLAGGER REQUIRED FOR  
OPPOSITE DIRECTION OF TRAFFIC.



1. ESTABLISH A REDUCED SPEED LIMIT OF 40 MPH FOR SEAL COAT AND COVER MATERIAL OPERATIONS WHEN SPEEDS ARE GREATER THAN 40 MPH.
2. "REDUCED SPEED AHEAD" AND "SPEED LIMIT" SIGNING NOT REQUIRED WHEN EXISTING SPEED LIMITS ARE 40 MPH OR LESS.
3. MOVE DAILY WORK OPERATION SIGNING, DETAIL TC 15-2, AS WORK PROGRESSES.
4. PLACE "DO NOT PASS" AND "SPEED LIMIT" SIGNS AT 1 MILE INTERVALS THROUGH THE PROJECT AND AT MAJOR INTERSECTIONS.
5. PLACE "LOOSE GRAVEL" SIGN WITH APPROPRIATE DISTANCE MESSAGE  $\frac{1}{2}$  WAY THROUGH THE PROJECT IF PROJECT LENGTH IS BETWEEN 5 MILES AND 10 MILES. REPEAT EVERY 4 MILES ON LONGER PROJECTS.
6. PILOT VEHICLE NOT TO EXCEED SPEED OF 25 MPH.
7. USE A FLAGGER AT ALL INTERSECTING ROADWAYS DURING DAILY WORK OPERATIONS. REFER TO STANDARD SPECIFICATION 01554 FOR REQUIREMENTS AT OPERATING TRAFFIC SIGNALS.
8. CONTINUE FLAGGING AND PILOT VEHICLE OPERATIONS UNTIL THE ENGINEER OR THEIR REPRESENTATIVE ALLOWS FREE FLOW TRAFFIC TO PROCEED.
9. SEE STD DWG TC 2B FOR TAPER, BUFFER, AND SIGN SPACING CHART.

<p>STD DWG</p> <p>TC 15</p>	<p>TRAFFIC CONTROL 2 LANE/ 2 WAY SEAL COAT WITH COVER MATERIAL</p> <p>STANDARD DRAWING TITLE</p>	<p>UTAH DEPARTMENT OF TRANSPORTATION</p> <p>STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION</p> <p>SALT LAKE COUNTY</p> <p>RECOMMENDED FOR APPROVAL</p> <p>CHAIRMAN STANDARDS COMMITTEE APPROVED</p> <p>DEPUTY DIRECTOR</p> <p>JAN.01.2005</p> <p>DATE</p> <p>JAN.01.2005</p> <p>DATE</p>	<p>NO.</p> <p>DATE</p> <p>APPR.</p> <p>REMARKS</p>	<p>REVISIONS</p>
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